



Rochester Hills

Minutes

Advisory Traffic and Safety Board

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Chairperson Ernest Colling, Vice Chairperson Carl Moore
Members: Larry Dropiewski, Scott Hunter, Ken Krajewski, Thomas Neveau,
Thomas Pozolo, Council Member James Kubicina
Staff Members: Paul Davis, Keith Depp, Paul Shumejko

Tuesday, February 13, 2018

7:00 PM

1000 Rochester Hills Drive

CALL TO ORDER

Chairperson Colling called the meeting to order at 7:05pm. After roll call, Chairperson Colling stated that a quorum was present.

ROLL CALL

Present 4 - Ernest Colling, Scott Hunter, Ken Krajewski and Thomas Pozolo
Absent 2 - Carl Moore and Thomas Neveau

Others Present:

Non-voting members present:
Paul Davis, P.E., City Engineer/Deputy DPS Director
Lori Hamilton, Recording Secretary
Keith Depp, Staff Engineer
Sgt. Jason Dalbec, Oakland County Sheriff's Office

Others present:
Alan Quail, 2686 Tallahassee
Karen MacKay, 1371 Potomac

APPROVAL OF MINUTES

[2018-0053](#) Draft minutes from the November 7, 2017 regular meeting

Attachments: [Minutes from 11-7-17.pdf](#)

Chairperson Colling noted that the Approval of Minutes from the Regular Meeting of November 7, 2017 would be the first agenda item. He asked if anyone would like to make a motion to approve or amend them. A motion to approve them, as presented, was made by Mr. Pozolo, and seconded by Mr. Hunter.

Approved as Presented

Aye 4 - Colling, Hunter, Krajewski and Pozolo

Absent 2 - Moore and Neveau

Resolved, that the Advisory Traffic and Safety Board approves the minutes of the November 7, 2017 regular meeting as presented.

COMMUNICATIONS

None

PUBLIC COMMENT

None

UNFINISHED BUSINESS

None

NEW BUSINESS

2018-0054

Request for Approval of Traffic Control Order TM-36.17 NO TURN ON RED from eastbound Tienken Road onto Adams Road at their intersection between the hours of 6:30 AM to 8:30 AM and 2:00 PM to 4:00 PM, School Days Only

Attachments: [TM-37-18_EB Tienken @ Adams.pdf](#)

Mr. Davis stated that this is a follow up item to what we've done in two other locations. Recalling the meeting minutes from November 7th, the intent was to have consistency at all City streets where we are changing the No Turn on Red restrictions. This is to make it official that we went to committee to follow up with this particular location. We are doing the same thing we did at the first one at John R and Auburn and the second one at Old Perch and Walton. This one on Tienken and Adams is the third and final location, the signs have been put up already and will be going to Council at the February 26th meeting to make it permanent but we wanted to make sure there is concurrence with this committee. We talked at the last meeting about wanting consistency with all the locations.

Mr. Krajewski made a motion to approve the Request for Approval of Traffic Control Order TM-37.18-NO TURN ON RED from eastbound Tienken Road onto Adams Road at their intersection between the hours of 6:30 AM to 8:30 AM and 2:00 PM to 4:00 PM, School Days Only. The motion was seconded by Mr. Hunter.

Approved

Aye 4 - Colling, Hunter, Krajewski and Pozolo

Absent 2 - Moore and Neveau

2018-0055

Request for Approval of Traffic Control Order SS-152-18 for the Eddington Boulevard intersections constructed by the Rochester/Eddington/Drexelgate traffic signal project in Section 23

Attachments: [SS-152-18 TCO.pdf](#)
[Proposed Eddington Blvd. Intersection Signage.pdf](#)

Mr. Davis stated this is another area where the signage has already been installed but at our last meeting it just wasn't ready and didn't have time to bring before this Board to go through the signage. In the packet is a request, it's confusing because its Eddington stopping for Eddington and in a different location Eddington stopping for Eddington. There may be a time where some of the streets may need to be renamed but currently with the new relocated Eddington and the traffic signal that was constructed at Rochester Rd we now have two new T intersections for the Eddington's. This is just to install the new Traffic Control Order for placing the stop signs.

Mr. Colling stated that he was assuming that the incoming traffic is stopping coming into the sub off the main Boulevard section. Mr. Davis stated that he has a map that was included in the agenda that shows Rochester Road and the entrance to Eddington. Mr. Davis stated, looking at the map, that this is the new relocated intersection located across from Drexelgate where they are stopping in two locations. Mr. Colling asked what's between the old Eddington and the new Eddington. Mr. Davis stated the City kept the right of way, it's not going to be vacated with the expectation that there may be some additional on street parking for a couple different reasons. This old area of right of way may become a common park area for the city, yet to be developed. On either side of the old Eddington there is going to be proposed development or there might be buildings there that may benefit from having some on street parking. Mr. Colling stated that as far as development of the park we saw an artist conception of what the Mayor wants to put in that right of way. They are planning on having plantings, a gazebo, a place to sit, that kind of stuff. Mr. Davis stated that if you see on the east side of the north and south portion of Eddington the City went to great effort to make that nicely landscaped and a little more than what you would see on a typical local or major road in the city. The thought is to carry this over into other areas. We've taken over the existing pedestrian lighting and that might be upgraded at some point when development occurs. The city has also taken over the irrigation system. There's further improvements that will be made there that may tie into what was done on the east side of Eddington.

Mr. Colling stated that the Old Eddington is a four way stop and the New Eddington is a three way stop. Mr. Davis stated the south part of the southerly intersection and the north part of the northerly intersection will be extended at some point. They are planned for private roads and at that point we might have to look at renaming those. Those could become, at least the northerly one, a four way intersection.

Mr. Hunter made a motion to approve the request for approval of Traffic Control Order SS-152-18 for Eddington Boulevard intersections constructed by the Rochester/Eddington/ Drexelgate traffic signal project in Section 23. The motion was seconded by Mr. Pozolo.

Approved

Aye 4 - Colling, Hunter, Krajewski and Pozolo

Absent 2 - Moore and Neveau

ANY OTHER BUSINESS**Communication Items**

Mr. Colling stated that he is assuming that staff will be presenting on these items and then give the visitors a chance to talk. Mr. Davis discussed that the Premier Academy has been approved and even though it's listed later in the agenda at number 7 he'd like to discuss it now.

Mr. Davis stated that Premier Academy is a development proposed on the southeast corner of Tienken and Adams Road. The residents from Judson Park were concerned another development at the southeast corner would make their subdivision even more attractive to cut-thru traffic and speeding concerns. The speed study for Judson Park addresses this concern.

2018-0196**Judson Park Subdivision Speed Study Result****1. Judson Park Subdivision Speed Study Result**

Mr. Davis stated a speed study was done in the Judson Park subdivision on November 30th of 2017. There were four streets that were monitored; Potomac, Tallahassee, Roseview and another section of Potomac. All four streets came above our 31 mile threshold for traffic calming, the 85th percentile. All four of these would qualify to go further with our speed hump policy with the City. I'll be contacting the subdivision in order to start discussing how the city can move this forward. Mr. Davis stated that Tallahassee's 85th speed was 32 miles per hour, on Roseview the 85th percentile speed was 32 miles per hour, one area of Potomac, the southbound direction had 31 miles per hour and the other section of Potomac had 32 miles per hour for southbound. They have an existing condition right now that warrants consideration for speed humps and this is before Premier Academy is even here. Even if Premier Academy wasn't coming they could pursue the speed hump study.

Mr. Davis stated that the traffic counts on Adams are pretty high for a two lane road; over 22,000 vehicles per day. At peak times, I believe it was a level of service D, a poor D. Mr. Colling stated that you mentioned the residents' concerns were the cut-thru traffic of the result of the Premier Academy going in and looking at the map I see a cut-thru using Potomac and the other street Mohawk to Adams, if you're going northbound or southbound. Judging from the layout here and past experiences with cut-thru traffic, it's usually the shortest route through the sub from the main drag to avoid an unpleasant situation at the light, so I'm thinking that would be the most likely path. Mr. Davis stated that the residents have expressed a concern of cut-thru traffic but we did not do a cut-thru study. It was just a speed study. Mr. Colling stated that he didn't think a

cut-thru study would be appropriate until the Premier Academy was open.

Mr. Davis stated we could use Country Club Estates as a similar situation. There was a Goddard School constructed there at Graham and Auburn Road and Country Club expressed similar concerns. So we did a study before the Goddard School opened and found out cut-thru traffic ranged from 1 ½ to 6 %. It really is not significant at all. We are going to follow it up with a post study. We have not scheduled that post study yet. The Goddard School is open now. Mr. Davis stated that we will see, we do plan to follow up on that study in the spring when conditions are a little better.

Mr. Colling asked if we have enough to open this up to public comment. Mr. Davis stated yes. Mr. Colling stated that he would like your name and address when called upon.

Resident stated my name is Alan Quail, 2686 Tallahassee. Mr. Quail stated that this traffic study was done and you have some car counts and there is the cut-thru traffic right now. It's a problem now without the Premier Academy. Do you have the counts for the cars? Mr. Davis stated yes, for Potomac the average daily traffic was 601 vehicles at one location and 452 at another location. Mr. Colling asked how many homes are that particular area. Mr. Quail stated 176. Mr. Colling said, ok multiply that times three and that's the normal traffic a day in a sub. Mr. Davis stated the car counts on Tallahassee was 268 and Roseview 273. Mr. Quail stated that they did not set up a traffic count on Mohawk but that Council President Tisdell sat in the driveway out there, he parked out there with Mr. Davis and at times there were fifteen cars lined up on Mohawk trying to get on Adams. People complain they can't get out of their driveway in the morning. Mr. Davis stated that a lot of them are just trying to get to the school. Mr. Colling stated that the only way we are going to stop this if it is high school traffic is to put No Left Turn restrictions on Mohawk and probably Potomac and that is going to include residents not just the people cutting through. We can do a No Turn on Red but a No Left Turn is generally a full restriction. Can you restrict a timeline on a No Left Turn if we treated it like a No Turn on Red like 7 to 9 and 2 to 5 on school days? Mr. Davis stated that it is possible but that he would suggest they work with the Homeowners Association to make sure because it's likely to affect the residents living in that particular subdivision as much as anyone.

Mr. Davis stated that the school is going to be doing some improvements this summer. Right now they have four driveways on Tienken Road west of Adams. They are getting rid of the two easterly ones and the two westerly ones, one will become the parent drop-off. They are going to be opening up some of the internal site circulation. Currently the bus traffic drops everyone off at the Van Hoosen Middle School, even the high school students. The bus and the parent drop-off will be totally separated.

Mr. Quail stated you mentioned speed bumps at the last Council meeting. All I did when we talked about speed bumps is I inquired about the cost of those. We have never talked about putting speed bumps in there. They cost \$1,500 a pop to us and right now the city public works department says we have a flooding issue that we were not aware of and we are responsible to remedy which will cost

about \$40,000 right now so speed bumps might be a little out of the budget right now.

Mr. Colling stated signage is another solution but signage is only good if deputies are issuing tickets. The only way to stop cut-thru traffic is making the route unfavorable and that's going to affect residents as well. We have not done a cut-thru study with your street and I'm not going to take any action tonight whatsoever because this is simply informational right now. We are here to hear your concerns so you need to take some stuff back to your homeowner's association to decide what you can afford. Frankly, I'm not of the mind to waste the City's money and put up no cut-thru signs because they do not work. Mr. Quail asked if he is suggesting we put in speed bumps and Mr. Colling stated no, I'm suggesting speed bumps are not for cut-thru traffic, these are for speed concerns. You put a discontinuity in the street that gets people's attention when they drive too fast and it slows down traffic, it has nothing to do with cut-thru traffic.

Mr. Quail stated that if you make a route undesirable you cut down on cut-thru traffic. He added that we don't have any sidewalks, we have open ditches on either side, the roadway is 27 feet wide. I've seen parents walking young children over to Brewster School sharing the road with these people going far faster than 32 miles per hour. Mr. Colling stated that he is aware of the condition of the roadways, he's been through this with other subs, and granted I don't like sharing the roadway, I'd much prefer to have sidewalks, but quite frankly the homeowners association and people don't want to pay for sidewalks so unfortunately until they do, you're going to have pedestrians mixed with real traffic. Mr. Quail stated that you have kids walking down the sidewalks with their phones with the lights on so somebody can see them so they don't get run over. Mr. Colling stated that he does not disagree with Mr. Quail but the solution is to get the kids off the road and the only way to do that is sidewalks.

Mr. Davis stated that he received an email from John Leichtman dated January 25th, inquiring about constructing sidewalks and if the city has a process for doing that. I was waiting for us to discuss that to go over this but there are a couple options. If you want to pursue the traffic calming speed hump option, you qualify and you work with me for that. There are a number of steps and we propose where to place them and we need to get buy in from the residents that are going to be adjacent to where these speed humps are and like you said there is a cost. The City does share 50% of the installation cost. If a subdivision doesn't like them and wants them removed afterwards then it is 100% their cost to remove them but there is a program and if you want to pursue that we can do that. This other person is also talking about a sidewalk installation program. Mr. Davis stated that if they wanted to pursue that option it would be a special assessment district.

Karen MacKay stated, my address is 1371 Potomac Drive, I'm at the northern end of Potomac and Tallahassee. My family purchased that house in 1957. The cut-thru traffic is horrendous and in my opinion only a minute part of it is for the schools. I have not turned left out onto Adams in years. Traffic is so bad I go the back way out to get to Tienken to make a left or a right. I don't want speed bumps.

Mr. Colling stated these are public roads, and public funds are going to maintain them so we can't stop everybody that doesn't live in your sub from using it. Now cut-thru traffic, the way we try to address it is for a specific issue at a specific time of day like going to the schools. One of the things I'm going to recommend is that we are going to do a traffic study for this sub to find out where the traffic is coming from and where it's going. It's very effective and we know where they're headed and where they're going.

Mrs. MacKay stated that at Potomac, the first block east of Adams, Mothers, in their cars, sit on both sides of the street waiting to pick up their kids at Van Hoosen because they don't want to get in that mess. Mr. Colling stated that that is a problem everywhere in the City. Mrs. MacKay asked if it was legal. Mr. Colling stated no it is not. They are not supposed to stop or park within thirty feet a stop sign, traffic control or intersection. They have to leave thirty feet, they can't park on both sides of the road blocking the lanes. If they're doing that you have to give us some evidence of it happening, what time of the day and where and all we can do to remedy that is to post no parking on one side of the street but it is going to affect residents. Mr. Quail stated that they already did that right off of Adams. If you park on both sides of the road you block the road and only have one way traffic going through. Mr. Colling stated you have to leave access for an emergency vehicle as well, by that I mean a firetruck. If you park on both sides of the street near an intersection you are not getting a fire truck through there or an ambulance.

Mr. Davis stated that that's where this Board would address a no parking concern. We had one recently at University Hills School on Ten Point. There was a big concern, it was dangerous for kids being dropped off by parents there on the east side of the school. This Board approved a traffic control order to post no parking signs on one side of the street. That can be done but it sounds like there are a lot of different issues; speeding, cut-thru, no parking. Mr. Colling stated that what I'd like to do is have the people that live there give us the areas that have problems. Mohawk for parking, speed on roads, not being able to back out of your driveway. Give us times and places and days of the week so we can identify that. I'm going to recommend that you get that back to us and then I'm going to make recommendations on how to alleviate it. I'm also going to make a motion to the Board tonight to recommend a cut-thru study to go with the speed study that we already have for your neighborhood. The other thing you have to take back to your homeowners is the No Left Turn between 7 and 9 and 2 and 4. The left turn we are talking about is from the sub onto Adams, from Potomac and from Mohawk. If they can't get onto to Adams they're not going to cut-thru. We're talking about no left turn from Mohawk or Potomac onto Adams in the morning so that people that are going to the high school do not use your streets as a pass through.

Mrs. MacKay asked what the protocol for putting up a stop sign at a corner where there isn't one. Mr. Colling stated there is a Federal set of warrants for what constitutes a stop sign and it boils down to the ability for the need for traffic control. If you are talking about it for speed I'm going to tell you not to bother because I won't approve it. You are just setting yourself up for failure trying to use a stop sign as speed control. Mrs. MacKay asked if it was illegal for cars to

park on the street for sporting events at the school. Mr. Colling stated that the only way to alleviate it is to put up no parking signs but this affects your homeowners as well.

Mr. Quail stated that when subdivisions request speed control it's the people that live in the subdivision that get the speeding tickets. Mr. Davis stated that this is why we do studies and rely on data. In your case the study supports that you have a speeding concern. We can do a cut-thru traffic study and see what it amounts to but I would suggest before we put any turning restrictions in we should complete that study first to make sure it truly is a large percentage of cut-thru traffic that's hitting your subdivision. Mrs. MacKay asked how you determine if it's cut-thru people or residents. Mr. Davis stated that it's a license plate study. Like in Country Club there were three areas we had to monitor, you just record license plate numbers, if it comes in this location and goes out this location a minute later, that person cut-thru and didn't stop within that subdivision. If you only see one place where a license plate is recorded it originated in the subdivision and drove out. You can determine what percentage of vehicles is cut-thru. Mr. Colling states that people stand at all the entrances to the sub with a counter and a pad and record license plate numbers and that way we know this license plate came into the sub and someone else is going to record that license plate going out of the sub on that given road or not. If a plate comes in and doesn't go out you have to assume they live there or at least that was their destination. The other way that it can also be done is by using cameras. Mr. Davis stated they can put cameras in at all the entrances and record the vehicles. The cameras are positioned so that you can see the plate.

Mr. Quail asked to explain the 85% of the speed study in his subdivision. Mr. Colling stated that the 85% study shows that 85% of the traffic coming through the sub is at that speed or below. Mr. Quail stated that so 85% are at 32 miles or below. Mr. Colling stated that is correct. Mr. Quail stated they seem to sail down Tallahassee in the morning. Mr. Colling stated there can be one or two outliers, that's always the case but to be honest with you an 85 percentile speed of 32 is not as horrendous as we've seen in some other areas of the city.

Mr. Quail stated that back on November 2nd when we submitted this traffic information survey we were told that this is the first step in this procedure so now that we've done that now we move to whatever your recommendation is to do the cut-thru traffic survey. We will have another meeting with the homeowner's association and from what I've gathered most people do not want speed humps. Mr. Colling stated that he is going to give Mr. Quail a list of things to do unless you've written down the things I've asked already and I'll tell you what we are going to do and let's do them. We'll get them on the agenda to get done and we'll meet back here in a month or so. Explain to your people that speed humps are for speed, not cut-thru. We are going to do a cut-thru study. I need you to identify the areas of concern in your sub. If it's the Mothers parking or if traffic is backed up when you make a left hand turn to go to the school. Identify those areas and the times of day so we can send staff out. Mr. Quail stated he did that on the traffic survey with requested locations of concern, Mohawk Lane and Shenandoah.

Mr. Colling stated that we've covered a lot of ground here tonight and there are several different solutions possible. You need to make it as clear as possible to

us to what areas are parking issues, speeding, cut-thru traffic. The idea here is to set your roadways up so they are not desirable for that activity. The only way that is going to help is to make parking restrictions in your subdivisions. We are probably going to have to put in some sort of traffic control orders to eliminate the habits and speed, whether it is going to be selective enforcement and/or speed humps. We'll help you with what we can but unfortunately some of the cost is going to have to be paid with your homeowners association depending on what you choose. Mr. Quail our thought is if we eliminate the cut-thru traffic by eliminating the traffic turning into the sub, restricting hours of turning, then the traffic isn't there to begin with. Mr. Colling stated that the cut-thru study will tell us what hours of the day. Get a poll of your residents together and talk about the parking issues and the other issues you're having in the sub and identify the areas and times. If it's all school related, identify the areas where they are parking to pick up kids, identify the areas where they are cutting through. When we do the cut-thru study we'll get some of it but I guarantee you we are not going to be there when the Mothers are there to pick their kids up from school. We'll probably so it in the morning or maybe one of the afternoons.

Mr. Davis stated we do have data on how fast vehicles were going in a range of 5 miles per hour for westbound and eastbound. For instance, on November 30th there were 165 vehicles, how many of those do you think were for over 36 miles per hour in your subdivision? Less than 10%. I can go over these numbers with you if you want to set up a meeting with me. It's that perception where you think 50% of the vehicles are driving this fast but we have the numbers and out of that there was only one vehicle that went between 40 and 45 miles per hour that day in your sub so one person that is driving 15 over shouldn't be driving that fast but again the 85th percentile is picked for people that don't want to get in an accident and most people do drive carefully, per the conditions of the road. You need to try and target that other person with selective enforcement, the one maniac that is driving through the sub. If you can pattern something it helps the sheriff's office, this person every morning is driving through the sub at 7:30 and he's driving this kind of vehicle. That helps them. The sheriffs have little ability to do that because there's accidents that are occurring in the rush hours of the morning and afternoon they are going to those areas instead of sitting on a street trying to catch speeders. Mr. Colling stated that one thing you can do is on whatever street you think you have a speeding problem is to pick two points. Go to Lowes and get those colored stakes you stick in the ground, a buck a piece, put them a set distance that you know what it is and get a stop watch. Do your own speed study. You'll find out your perception of speed in not as good as you think it is. People are traveling slower than you think. You can research it online, you'll get a couple ideas of what a good distance is and how to do it.

Mrs. Mackay asked what are your thoughts on when you leaving City Hall on Avon Road there's a sub right on the north side of the street. They use their homeowners sign for garage sales or whatever. They post for no school traffic for that little elementary school, is that something we are allowed to do? Mr. Colling stated that it is a public road, no, but you can put the sign there but it's not enforceable. Sgt. Dalbec stated you can put whatever you want on the sign but we are not going to enforce it. Mr. Colling stated that unless its private road that you own, no sign that you put up is going to be valid.

Mr. Quail stated that he would call Mr. Davis to set up a meeting to go over the traffic counts from the speed study and go over the data in more detail. Mr. Davis stated that we want to do the cut-thru study when conditions are good. We want conditions to be reflective of a typical day when you're experiencing problems. Let's say mid-April. Let's make a motion.

Mr. Hunter made a motion to approve the cut-thru study for the Judson Park Subdivision and items discussed. The motion was seconded by Mr. Krajewski.

Approved

Aye 4 - Colling, Hunter, Krajewski and Pozolo

Absent 2 - Moore and Neveau

2. Chichester Village Subdivision Speed Study Result

Mr. Davis stated the study was done in Chichester Subdivision on November 30th on North Fairview Lane. The 85th percentile speed on westbound was 34 miles per hour and eastbound was 32 miles per hour. The average was 33 miles per hour so it qualifies for Fairview Lane. I will follow up with them to see what their interest is in pursuing speed humps. Mr. Colling stated to make a note that this item requires follow-up. I would like the information before the Board once we have the follow-up.

3. Deer Run Subdivision Speed Study Result

Mr. Davis stated that the speed study in Deer Run Subdivision did not qualify for further action. The Deer Run Subdivision speed study included Ten Point Drive and Stag Ridge Road. Mr. Davis stated that on Ten Point Drive their 85th percentile speed was 29 miles per hour and on 85th percentile on Stag Ridge was 25 miles per hour. Mr. Davis stated that the subdivision has been informed and they don't need any further action.

4. Ten Point/Stag Ridge signage plan -v- actual signage location

Mr. Davis stated that at the November 7th meeting it was suggested that the staff come back to this committee and review the signage to see if there was a need for any adjustments that need to be made. We put together a couple drawings and the top one shows where the signs were actually installed and the 2nd page shows what was presented to this committee. You can see that the limits placement of the signs hasn't changed on either street, Stag Ridge or Ten Point, but the number of signs installed did increase. The red rectangles are actually where signs were installed and it's almost double what was originally proposed. From the feedback we've heard it's been very effective correcting that problem. The only problem I have is the homeowner at 747 Ten Point in the northern area. He has a circular driveway and the sign is in front of his house. He's been very unhappy with that sign placement. Mr. Colling stated that is in the City right-of-way so unless we are overruled by Council I say leave it where it's at. The TCO is done for this.

5. *Avon Road Bridge Load Posting; Crossing the Clinton River by Dequindre*

Mr. Davis stated this is the bridge where Dequindre T's into by Yates. The Road Commission notified us that they are going to put some weight restrictions on that bridge. The correspondence that the City received said it was going to be on their agenda at their December 14th meeting. I'm not sure why the signs aren't there yet but they will be shortly. Mr. Colling asked if they've discovered damage under the bridge or something that causing weight restrictions or traffic is too heavy going over it. Mr. Davis stated that he did not see the report but that bridges are inspected every two years and based on the inspection it was recommended that weight restrictions go into effect on this particular bridge. Mr. Colling stated that he would like to see the report and get a follow up as to why. Depending on what we see here, we may want to get this written up so we can get some money from the Federal Government for replacement on this.

Mr. Colling stated that part of the Master Plan was to widen Dequindre through there at some point. Mr. Davis stated that that has already been requested for a different reason, not a road project. The Great Lakes Water Authority has a 96 inch water main that they want to relocate and it goes right where this bridge is and it goes up along Dequindre Road and hits the Oakland/Macomb Trail. That's the relocated route for this very large diameter water main. Currently, the water main that exists out there today goes through landfill property in Shelby Township and there are sections where there are 40 feet of fill on top of it. The watermain is going to go under the pavement of Dequindre Road. We looked at it as an opportunity to do something different there, perhaps replace the bridge but this bridge isn't in such poor condition that it would qualify for replacement. Mr. Colling asked if this is an opportunity to reroute Dequindre on the other side of Yates. Mr. Davis stated we looked at that with the water main relocation and with such an environmentally sensitive area I don't think a road relocation project will ever happen. We could possibly construct a roundabout at the Dequindre intersection at Avon. That is possible but is just conceptual at this time. Yates Cider Mill is involved with this and we have met with them and Great Lakes Water Authority in December. The Road Commission owns Avon Road and Dequindre Road in our community so it's really up to them to find the appropriate funding to redo this bridge.

6. *Auburn Road Corridor Plan Update*

Mr. Davis stated this project runs from Culbertson to Dequindre, a half mile stretch of Auburn road that is planned for reconstruction. There are proposed roundabouts but with many discussions with the school and the City we are probably not going to go with a roundabout at the intersection of Culbertson and Auburn. The rest of this is a significant corridor improvement project. Mr. Davis stated that the plan moving forward is to create median islands and roundabouts that can be used as U-turns. One of the things for this project to be successful is using the alleys on the north and south side that are really underutilized and a lot of them are not paved to add some parking. Mr. Davis stated that this is the approved plan that Council has approved.

The other component of this is that right now we don't own this road. Tomorrow morning we are meeting with RCOC and the TSC office to talk about the City

taking over jurisdiction of this two mile stretch.

Mr. Colling stated this needs to be made public to the citizens in the neighborhoods. Mr. Davis stated that there have been many public meetings with the area residents and businesses. The preliminary engineering study was completed and was awarded by Council and the design is proceeding now. Council wants to start construction this year, it will probably be later this year with a plan that will mitigate some of the parking that will be lost. These businesses will still need to survive during the project so there may be some side street parking, parallel parking. There may be areas for parking off the alleys. Improving and paving some of the alley widths and get more parking will be what will go this year. The bulk of the rest of the project will go in 2019.

7. Premier Academy Review

Mr. Davis discussed this before Item 1.

8. Legacy Development Review

Mr. Davis stated that at the last Council meeting there was a discussion about amending a consent judgement for property that is on Adams and Hamlin Road on the northeast corner. In the past, property was a landfill and is contaminated. Council has approved an amendment to the consent judgement that is going to allow the construction of luxury apartments. The land will be cleaned and prepared to a residential standard. From the previous consent judgement it would have been about \$3 million dollar clean up, now it's a proposed \$12 million cleanup. From a traffic standpoint, the one concern was the right lane on northbound Adams continuing northbound and turning into the complex presents some difficulties. The Road Commission doesn't think it's a good idea to have an outside northbound lane become a right only lane into the complex. Hamlin Road and Adams Road south of Hamlin have plenty of capacity to handle the increased trips for this development.

9. Country Club Village Post Cut-thru traffic study

Mr. Davis stated we've previously discussed this post cut-thru traffic study. We will schedule that again in the spring when the conditions are better.

10. Devondale Road Petition to counter speed and truck complaints

Mr. Davis stated that we received a number of petition signatures to separate Devondale Road from the commercial development further north on Devondale Road where Austin comes in. These residents have signed a petition asking the city to separate Devondale by barricading it or using a cul-de-sac so commercial vehicles can't use Devondale Road. We do have a sign that prohibits certain vehicles, over 8000 pounds from using Devondale but signs are only as good as the enforcement. Mr. Davis said that we are working with the Sherriff's department to try and provide a greater presence to monitor the truck vehicles that might be using this section of Devondale. Mr. Davis stated that there is a downside of separating it is from an emergency standpoint. There are a couple of different ways to get into this area from Auburn or Crooks. The original resident making the complaint stated to Mr. Davis that if the city can

handle the truck traffic through there better they may not want it blocked off. Mr. Davis stated that it's not often that we get a request for barricading a public road.

Mr. Davis stated that the only other thing he has is proceeding with the replacement of Larry Dropiewski's position on this committee. We will go through the Mayor to appoint someone before the next meeting.

Mr. Davis stated that Paul Shumejko has been off for a while but he is tentatively supposed to come back in a month. He is going to work in a part time capacity when he first comes back.

Mr. Hunter asked if we can take a look at the light at Hamlin eastbound at Dequindre. Mr. Colling said we could review the SCATS data to find out what the traffic patterns are. Mr. Davis said he will ask the Road Commission to review it and see if there needs to be an adjustment made to the signal timing.

Sgt. Dalbec stated that they have been getting complaints about Rochester and Avon eastbound to turn north onto Rochester Road, there's something with the light there or something wrong with the sensor. Mr. Davis stated he would check with the Road Commission on that intersection as well.

Mr. Krajewski asked if there are any plans to put a right turn cut-in lane in for the Assisted Living place on Rochester Road just north of Bordine's. Mr. Davis stated that MDOT was involved with the development of all that property. There was access management limitations applied to that property. There was only one more access off of Rochester Road that was permitted after the signal. I don't know if there is much that can be done because that was a condition before the property was even developed from MDOT. Mr. Colling stated that if you make a deceleration lane too long people use it as a travel lane.

NEXT MEETING DATE

March 13, 2018

ADJOURNMENT

The meeting was adjourned at 8:48 p.m.

Ernest Colling Jr., Chairperson

Date: